

2006 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@metrokc.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1st, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Issaquah Valley Trolley (A Project of the Issaquah Historical Society)</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: This project is consistent with Destination 2030 Transportation Action Plan: RT-8.1 (a) (c); RT-8.3; RT-8.11; RT-8.17; RT-8.18; RT-8.20</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to</p> <p>Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at http://www.psrc.org/projects/mtp/d2030plan.htm at 206-587-5063 or kfujisawa@psrc.org.</p>
3	<p>a. Sponsoring agency: Issaquah Historical Society</p> <p>b. Co-sponsor(s) if applicable: WSDOT NW Regional Local Programs</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? WSDOT NW Regional Local Programs</p>
4	<p>Project contact person: Barb Justice, Issaquah Valley Trolley Project, Finance Chair</p> <p>Address: 4004 243rd Pl. SE, Issaquah, WA 98029</p> <p>Phone: 425-391-8186 Home; 206-719-3721 Mobile</p> <p>Fax: 425-391-8186 Call for hook up</p> <p>E-Mail: BJust6T@AOL.com</p>

5 Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.

The Issaquah Valley Trolley (IVT), a committee of the Issaquah Historical Society, will actively interpret the role of the railroad in the city's past as well as teach current and future transportation choices. In a nod to that heritage the City of Issaquah purchased the remaining one mile of track in town and supports the idea of a streetcar running from the Depot Museum at the south end to Gilman Boulevard at the north end. A ride on the trolley will recreate for today's visitors that historic experience of arrival and departure by rail. Further, on-board narration points out specifics of the rail corridor through town and introduces guests to the history of the area.

The trolley demonstration project in 2001 and 2002, using a streetcar leased from the Yakima Valley Trolley, acted like a magnet in drawing people to Issaquah's historic corridor and moving them through it...and so it will be again when IVT's car 519 is restored. For residents and tourists alike, including the hundreds of school children who visit the museums, a ride on the trolley will be an invitation to learn. But the streetcar will further add to the lessons by not only teaching history, but also introducing rail to 21st Century passengers. With energy issues increasing in complexity, rail is once again becoming a transportation mode of choice and IVT will give its riders the experience of using rail to get around town. Passengers can visit the historic Alexander House, home of the Chamber of Commerce and Visitor's Center, shop at Gilman Village and return on a later car to explore the shops and attractions of the Historic Downtown.

Riders on the IVT will have the unique opportunity to both enjoy history and make history. This application addresses Phase One of the Trolley Project and is expected to meet these specific needs:

- 1) Provide an alternate source of transportation to alleviate single occupancy vehicle congestion in historic downtown Issaquah. RT-8.1 (a) (c); RT-8.17
- 2) Connect several key locations of cultural and historic interest. RT-8.3
- 3) Enhance the planned restoration and renovation of the City's Historic Olde Town. RT-8.3
- 4) Serve as an example of how streetcar projects can serve the needs of small towns and cities. RT-8.11; RT-8.18; RT-8.20

The Issaquah Valley Trolley Project, Phase One, will meet these needs through accomplishing several tasks. As of late 2002 the IVT purchased two 1925 vintage Lisbon trolley cars from the City of Aspen, CO, and in spring of 2003, the IVT purchased a 1930 Italian interurban from the City of San Francisco. The IVT is applying for this grant to:

- a) restore at least one of the vintage Lisbon cars
- b) enhance the traffic signal for trolley crossing at Front Street
- c) install electric power to the trolley barn which IVT built in 2001.

The proposed IVT Trolley Project will restore at least one of the two Lisbon trolley cars owned by IVT and operate on railroad track leading from the Historic Train Depot. Masterfully restored and operated as a Museum by the Issaquah Historical Society, under long-term lease from the City, the Depot was placed on the National Register of Historic Places in September 1990, and placed on the WA, KC & City Registeries in 2003.

The trolley will be used by all segments of the population: shoppers, students, tourists, employees and the elderly. The Issaquah Valley Senior Center is located 20 feet from the Depot and trolley tracks. The nature of the project is in keeping with the planned restoration of the downtown to its historic beginnings known as The 'Olde Town Subarea Plan' adopted by the City in September 1999.

6	<p>Project location: Issaquah, WA</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Issaquah Historic Depot at Front St. and E. Sunset Way</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Issaquah Chamber of Commerce Alexander House at Gilman Blvd. at Rainier Ave.</p>
7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects. 	
	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population"</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
PLAN CONSISTENCY INFORMATION		
<p>Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with <i>VISION 2020</i> and <i>Destination 2030</i>, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpairo@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.</p>		
9	<p>Consistency with adopted <i>VISION 2020</i> and <i>Destination 2030</i> (Metropolitan Transportation Plan)</p> <p>Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted <i>VISION 2020</i> or <i>Destination 2030</i> documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.</p> <p>a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <ul style="list-style-type: none"> Certification Status: Certified 	

- Date of certification action (mm/dd/yy): 10/05

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)

X☒ The project is located within the designated urban growth area.

X☒ The project is located within a formally designated center. (Please identify center in the space below)

Historic Olde Town Subarea (Plan 11/29/04)

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

(1) Issaquah Comprehensive Plan 11/29/04

(2a) Economic Vitality Element EV-2 & (2b) Olde Town Subarea Plan IV-11 and map IV-B 09/20/99

(3a) page 104 & (3b) page IV-11

(See Supporting Documents attached)

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2006 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☒ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

A. Designated Centers (50 Points)

Instructions: Complete this section if you selected "Designated Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

The Issaquah Trolley Project appears in several places within the city's Comprehensive Plan. The trolley falls within its Olde Town Subarea, a smaller area within the city core. The city granted this smaller area specific and particular mention in its overall Comprehensive Plan because of its unique historical, cultural, and economic value, and the trolley itself occupies a position within that framework. The city's Comprehensive Plan shows an Olde Town Subarea map on page I-7, and includes the trolley on pages IV-11, VI-2, VIII-5, and VIII-11, as well as the more recently added Economic Vitality Plan, a section of the Comprehensive Plan where the trolley shows up at EV-2.3.3.1.

The project will support activity within the city's core by providing a convenient and interesting alternate mode of transportation from central downtown to already established shopping to the north. The trolley project already draws people to its depot and museum, but the addition of a practical, interesting, and informative ride to the north will significantly enhance its value as a destination point. It will provide a link between the city's central core and the established shopping area known as Gilman Village. Subsequent expansion could then be planned for destinations farther in the future.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

Of particular interest to this grant proposal, the trolley project reinforces Issaquah's place in history as a commercial crossroads. The area, even before Europeans arrived, provided a gathering place for the annual salmon harvest and then gained recognition as a railroad town. Now it stands as the hub of an emerging regional center for commercial, residential, and cultural development.

Both the Gilman Village and the city's central core stand to gain from the implementation of this trolley. Foot traffic at either end of the line could more easily be converted to increased foot traffic at the other end. People would only need to park once (at either end) to access tourism, shopping, business, or city offices at either end. The project also calls for a stop about midway along the route.

Riders on the IVT will have the unique opportunity to both enjoy history and make history. This application addresses Phase One of the Trolley Project and is expected to meet these specific needs:

- 1) Provide an alternate source of transportation to alleviate single occupancy vehicle congestion in historic downtown Issaquah. RT-8.1 (a) (c); RT-8.17
- 2) Connect several key locations of cultural and historic interest. RT-8.3
- 3) Enhance the planned restoration and renovation of the City's Historic Olde Town. RT-8.34) Serve as an example of how streetcar projects can serve the needs of small towns and cities. RT-8.11; RT-8.18; RT-8.20

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the

presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?

- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected “Connecting Corridors” in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

² see footnote above

³ see footnote above

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at <http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20definition%202006.pdf>

-
14. Project Readiness: Please fill out the questions below if your project is requesting funds for a **Right of Way (ROW) and/or Construction (CN) phase**. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

It is recognized that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Not needed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not needed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Local City permits will be required for electrical wiring of Trolley barn and for the signalization work on the Front Street crossing. This work has been coordinated with the City and there will be minimal permit time turn around.

-
15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
ONE	02/01/07	STP	\$300,000
			\$
			\$
Totals:			\$300,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
ONE	11/06	SAFETEA-LU	\$102,657
ONE	02/07	SAFETEA-LU	\$34,219
ONE	02/08	SAFETEA-LU	\$34,219
		Sub Total	\$171,095
ONE	06/06	Cash On Hand	\$11,000
TOTAL:			\$182,095

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" which can be found at These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
ONE	01/07	Account Rec.	\$40,000
			\$
			\$
			\$
			\$
TOTAL:			\$40,000

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$50,000	Planning:	06/07
Preliminary Engineering/Design:	\$20,000	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$127,500	Construction:	04/07
Other (Specify) Trolley Car Restoration:	\$274,500	Other (specify) Car Restoration:	05/07
Total Project Cost:	\$472,000	Estimated date of completion (i.e. open for use)	06/07

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

CN: Wiring & Signal Retrofit; and Other: Trolley Car Restoration

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

The exact Trolley car restoration costs are unknown until request for proposals are advertised and bid. This is a best guess from what other restorations have run.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This project has the possibility of reducing SOV trips in future phases when the Trolley runs as a part of regular transit operations. This first phase is tourist oriented and will run only on weekends, selected holiday and during local events. The trolley will be powered by a gasoline engine generator car. In future phases, overhead power will be utilized producing no pollutants. The overhead power will come when the line is extended and ridership will support the capital costs of such installation. In the

interim, we will be looking into powering the generator with an alternative energy engine, either biodiesel or propane.

F. Other Considerations (No Points)

17. **Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

In 2006 the Issaquah Valley Trolley received a SAFETEA-LU earmark grant through Congressman David Reichert. Of our request for \$500,000, we were awarded \$171,095, split over five years. This sum did not allow us to move forward with the project. IVT applied to PSRC last year for an historic restoration grant, although scoring well in the competition we were not a chosen recipient, losing out to two other projects that were in more critical need.

Now we are in the situation of having to turn back the SAFETEA-LU grant because without a restored trolley car to run on the track we would have no project. The SAFETEA-LU grant is for restoration of the railroad bridge and one mile of track, along with station stops and other amenities.

If we are able to obtain this 2006 King Countywide STP grant award, we will be able to put a fully functional trolley on the track. From this initial project, plans can then begin for future extensions working toward actual transit service that could expand over the city and beyond, sharing the railbanked corridor with hiking/biking trails along side.

Issaquah, for less than \$500,000 total cost, will have an operating transportation icon within its Olde Town Subarea for the benefit of all.

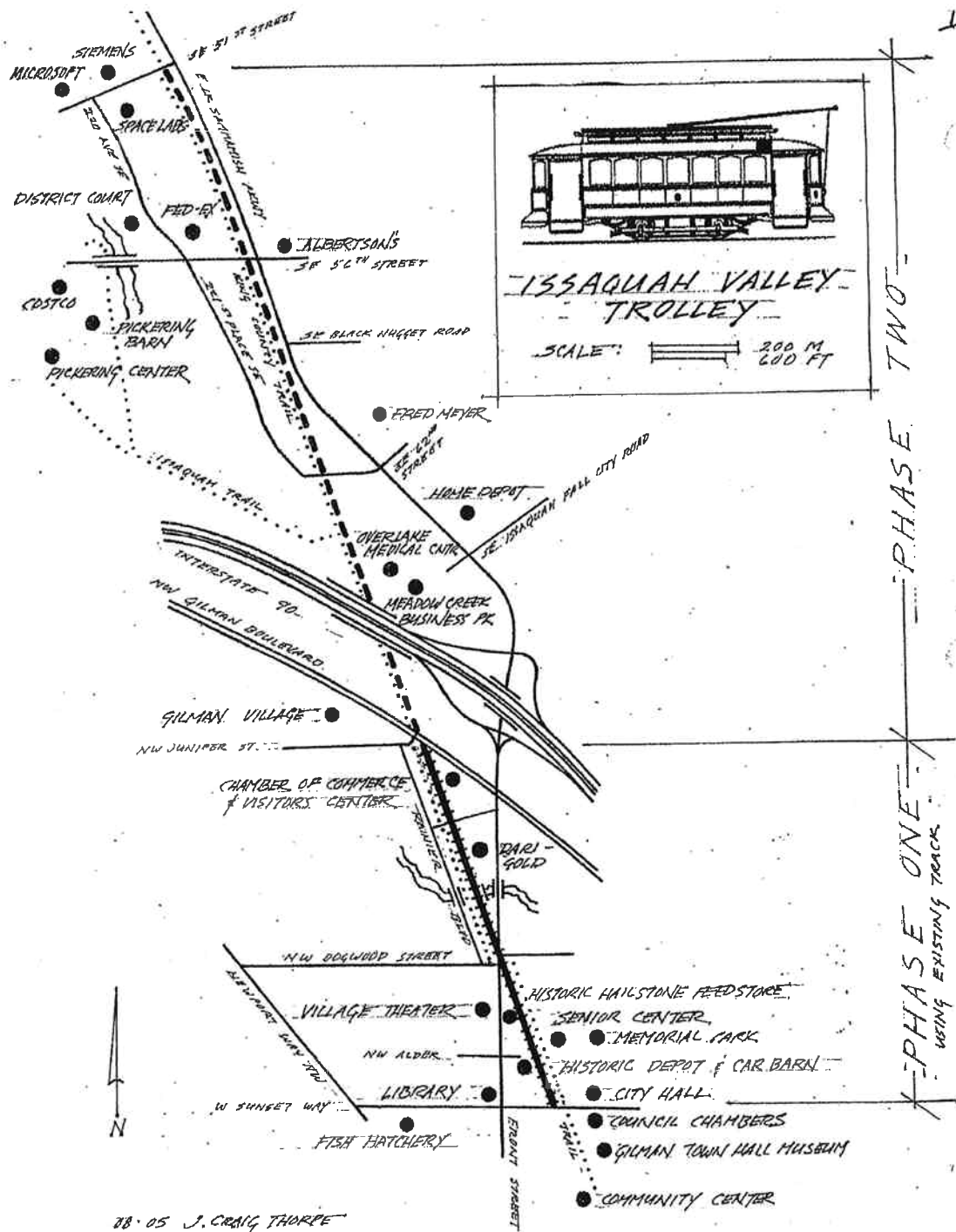
The Issaquah Historical Society operates the Historic Depot and Gilman Town Hall museums and will again be able to interpret the railroad history aboard the Issaquah Valley Trolley.

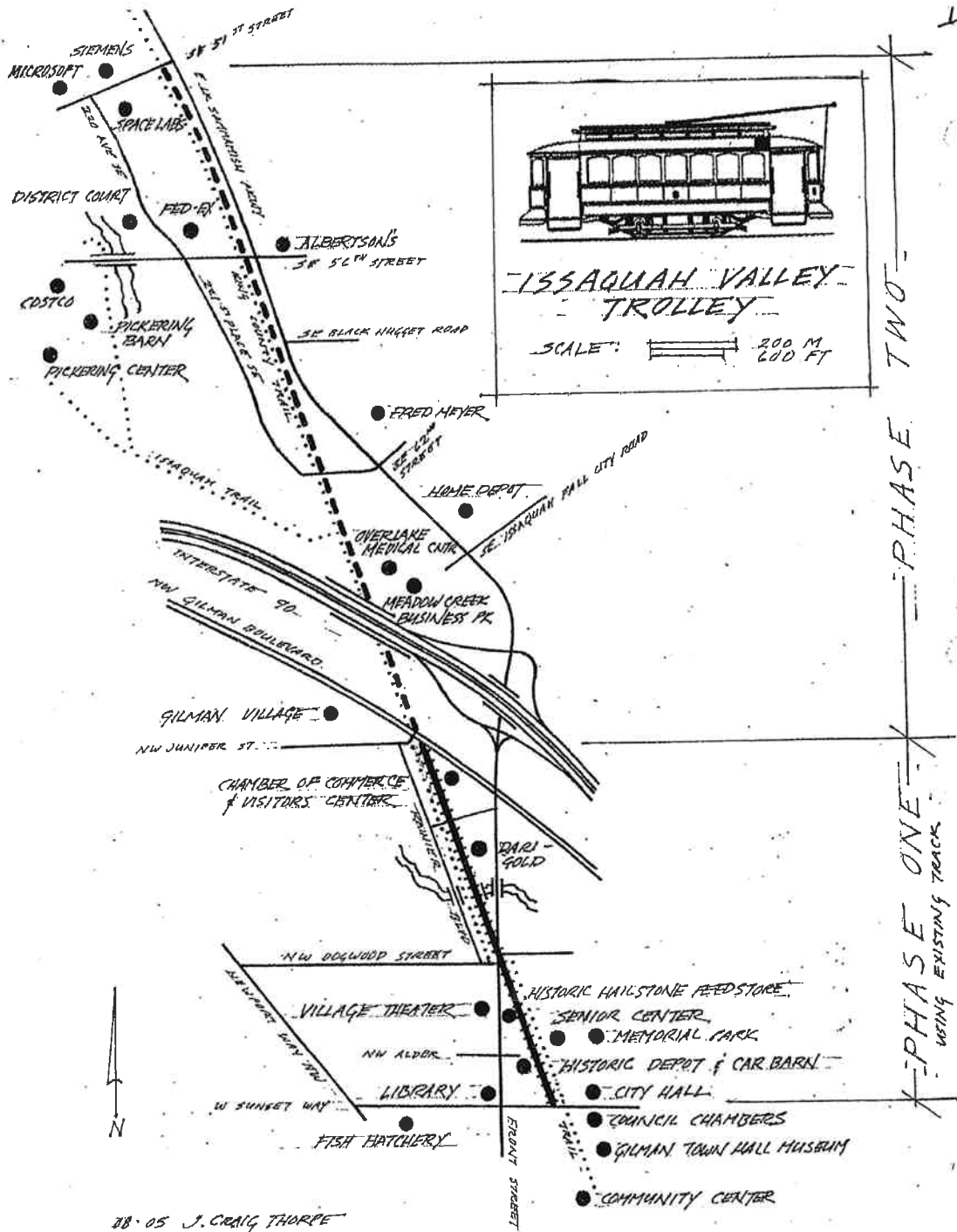
D. Community Programs

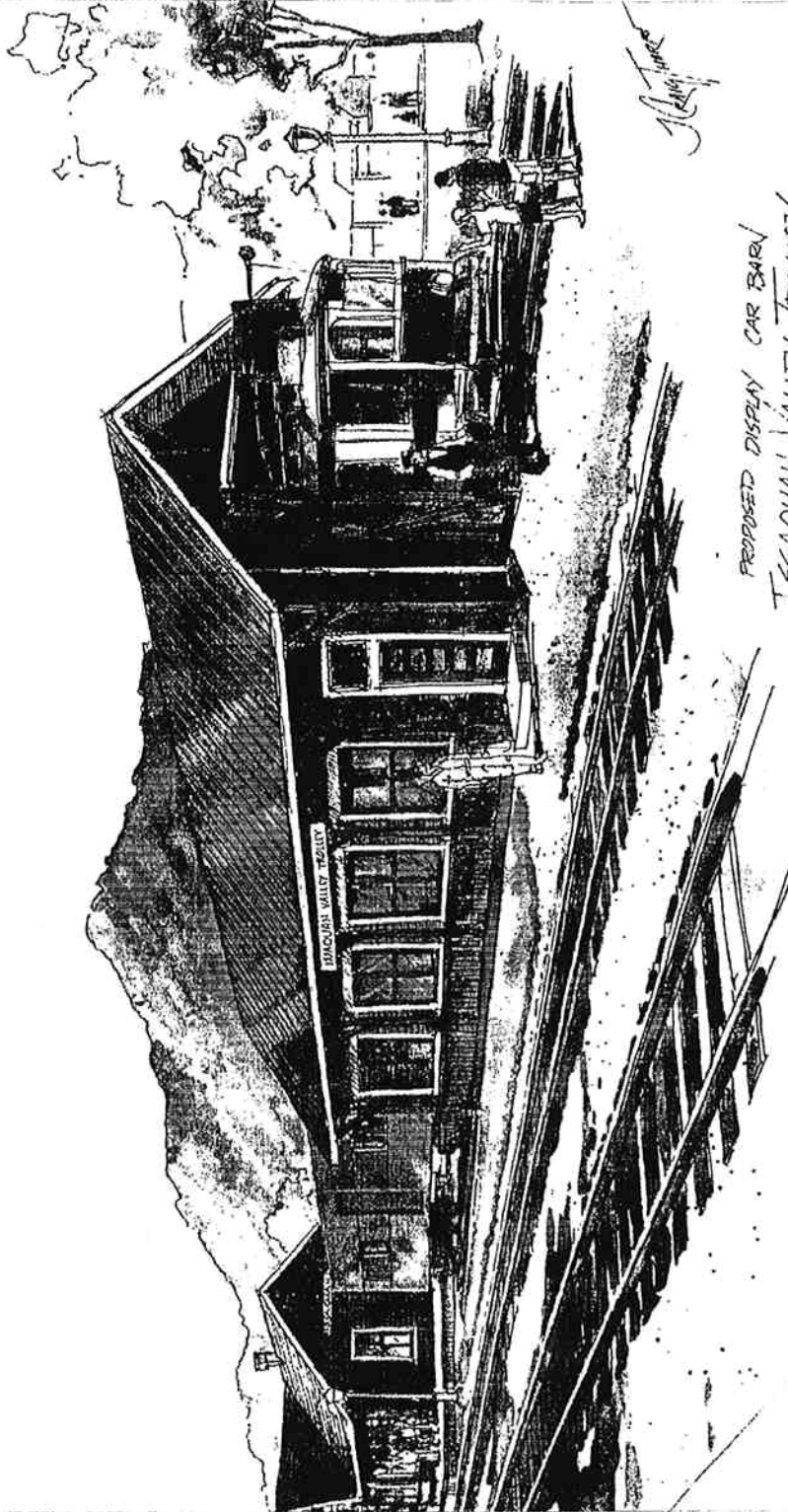
Part of the success of the Olde Town Subarea Plan will be dependent on the establishment and/or continuation of community programs. The types of programs recommended as part of the Olde Town Plan are:

1. Parking Authority – Establish some authority, through a Business Improvement Association (BIA) or business district organization, to provide a program of cooperative parking, establish time limitations within certain parking locations, patrol and enforce parking limitations and to develop new parking for the CBD area.
2. Main Street™ Issaquah – Continue to act as a central voice and action organization for CBD merchants in the areas of marketing, business area improvement, business location and new business support.
3. F.I.S.H. – Continue preservation efforts of the Hatchery, and the addition of public displays and educational facilities within Olde Town.
4. Historical Society – Continue expansion and improvement of the historic Train Depot with additional display and activity rail cars including the Millenium Trolley Project. Continue the annual Pioneer Reunion to bring city-wide residents and visitors to Olde Town in support of the Historic Society's preservation efforts. Establish a historic walk of the City's historic commercial and residential buildings and sites.
5. Arts Commission – Coordinate Olde Town plans for art displays, street art, art walk and the potential Artist in Residence Program, with the efforts of the Arts Commission.
6. Salmon Days Organization – Continue work with the organization for the annual festival. The Olde Town Plan will provide better circulation opportunities for neighborhoods during Salmon Days and more opportunity for close in parking, transit connections and freeway access.
7. A.R.C.H. – Continue participation with ARCH to locate sites or structures that are suitable for low or moderate income housing, using the vacant and redevelopment land inventory of the Plan.
8. Christmas In April – Solicit this program to target some of the under-maintained homes in Old Town.
9. Flood Hazard Protection Program – Continue efforts of the City and County flood protection program efforts. Utilize the Olde Town Plan to identify what additional parcels/homes may be suitable for purchase as part of the program.
10. Parks Board (and Park Department) – Working to identify the park and recreation needs and provide appropriate parks and park improvements in Olde Town.
11. School District – Establish a joint City/School District Program for creating school (or transit) bus incentives for the High School students. Consider the limitation of









PROPOSED DISPLAY CAR BARN
ISSAQUAH VALLEY RAILROAD

4. Olde Town functions as a unique cultural and historical center and a tourist destination. Issaquah's treasures such as the Village Theatre, the Fish Hatchery, Historic Train Depot and local hiking and biking trails make it a popular "weekend getaway spot." Emphasizing civic and cultural connections, such as the Community Center, public parks, theatre, library, hatchery and Salmon Days, should be used as the catalyst for other tourism activities.



B. Functions

The 1996 (Phase I) Olde Town Subarea Plan stressed the importance of preserving Issaquah's park-like setting and small town America image while strengthening its existing diversity. Olde Town presently serves numerous functions to both residents and visitors.

1. **Unique Cultural and Historical Center.** The Cultural and Business District (CBD) comprises the soul of the historic community of Issaquah. It is a place for public gathering, festivals, parades and entertainment. Adopted policies reference the need for design guidelines, preserving and enhancing the City's historic buildings and structures. The policies include aiding permit issuance, financial assistance for downtown, Olde Town project and policies review and revision.
2. **Tourist Destination: Getaway Spot.** The CBD contains tourism related businesses and activities that complement locally focused businesses. Tourists typically come to Issaquah for special events such as Salmon Days and the 4th of July parade. They also come for year round activities at the Community Center, Village Theatre, concerts, to hike or bike nearby trails, to enjoy the unique shops and character of downtown. Policies include marketing, design guidelines, working with tour companies, sign standards, a Bed and Breakfast District, trails and trolley service.
3. **Residential Area.** The Olde Town area contains a diverse mixture of housing, from historic single family neighborhoods to higher density multifamily housing. Residents of Olde Town can walk to local businesses and recreation, and consequently, are less reliant on automobiles. A policy focus of the plan is to enhance and increase goods and services available to residents in new residential mixed-use development.

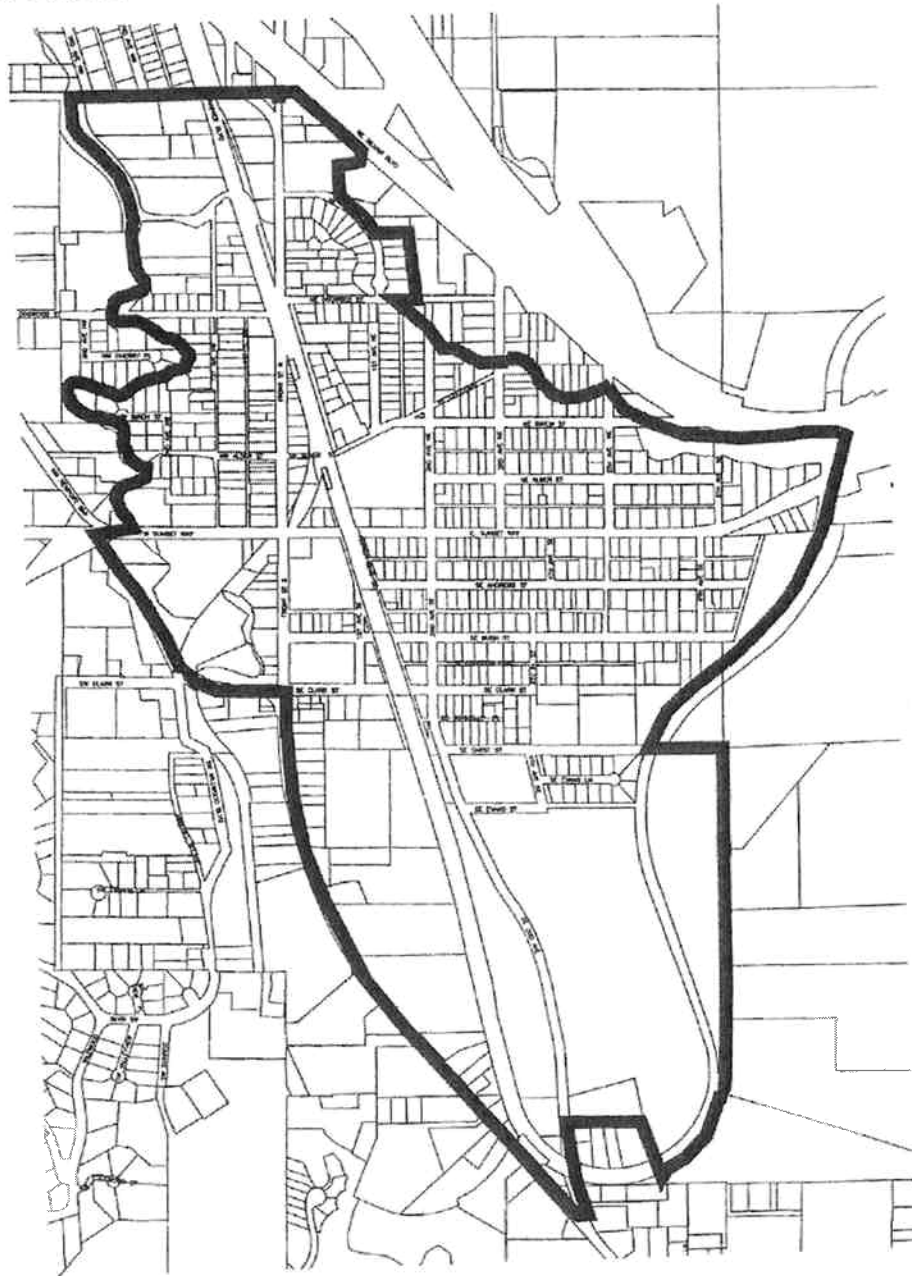
Circulation and Parking Implementation Action List	Priority	Time Frame (range of years)	Contributing Agent(s)	Estimated Cost
RTA Transit Facility (Transit Hub) Construction	High	2000-2001	City, RTA, Metro	\$900,000
<i>(p. 228 CIP) Construction of HOV and Transit Facilities</i>				
Transit Route 200 Shuttle	High	Continuous	City, Metro	\$312,000
<i>(p. 222 CIP)</i>				
Trolley Service Study	Medium	2003-2006	City, Main Street, Metro	NA
<i>Not included in 1999-2004 CIP</i>				
Trolley Implementation	Medium	2005-2008	City Main Street, Metro	NA
<i>Not included in 1999-2004 CIP</i>				
Parking				
Establish Parking Authority	High	1999- ongoing	City, Main St.	NA
<i>Not included in 1999-2004 CIP</i>				
Joint Public-Private parking facility location study	Medium	2005-2006	City, LID,	, NA
<i>Not included in 1999-2004 CIP</i>				
Parking Facility Construction	Medium	2006-2008	City, LID, Dev. Projects	NA
<i>Not included in 1999-2004 CIP</i>				

NA – Estimates not available

Source: City of Issaquah Administration's 1998 Capital Improvement Plan (CIP) 1999-2004.

(Note: This table identifies potential new circulation and parking projects for the Olde Town Subarea. Many of the projects are considered traffic calming measures, that the timing and character are entirely dependent on implementation of the SE Issaquah Bypass. These are recommendations formed under the work of the Olde Town Subarea Plan.)

Figure I-A
Olde Town Subarea



Trolley

Dreams of an old fashioned trolley system have been listed as a resident interest for a long time. The Downtown Committee for the Issaquah Comprehensive Plan recommended placement of a rubber wheeled trolley for the Rainier Boulevard urban corridor and then the initiation of rail trolley service that would replace the rubber wheeled trolley. The Olde Town Subarea Plan Phase I also discussed the use of a fixed rail trolley along the rail right-of-way. More recently, the Issaquah Historical Society Railroad Committee has proposed, with City Council support (Res. 98-17), the Millennium Trolley Project for rail trolley service between the Historic Depot and Lake Sammamish State Park and Regional Trail System. Locating a transit hub on Sunset would be an ideal transfer point for a Trolley at the Depot in Olde Town. The trolley could augment or be a transition from the Shuttle. A potential trolley route is shown in Figure IV-B.

Bus Turnouts

Accommodating busses in Olde Town will become a larger issue as growth continues. There may be a number of projects that have special needs to accommodate bus turnouts. Two such projects are already known. The proposed improvements to the Fish Hatchery include an area to accommodate field trip busses. The Hatchery bus turnout would need to use Newport Way along the southwest side of the Hatchery. Issaquah Middle School needs to revise circulation to accommodate bus loading. The Middle School turnout would be located southeast of the Community Center. These potential changes to accommodate busses are located on Figure IV-B.

C. Parking Inventory and Concept

The City's Comprehensive Plan recognizes that parking in the CBD needs different treatment than other parts of the City (See Policy T-5.2). The policy calls for the City to:

1. Allow on-street parking, where feasible, to meet a percentage of the on-site parking requirements,
2. Permit shared parking and joint use parking between sites with different peak times, parking demand or excess supply,
3. Encourage flexible solutions to meet the actual parking demand in the Cultural and Business District,
4. Allow public parking management programs, in lieu of all or some portion of required on-site parking, to fund the development of public parking facilities.

The parking requirements for all residential uses (with one bedroom or more) calls for 2 parking spaces. Retail uses provide approximately 1 spaces per 200 square feet of building space (or 5 spaces per 1,000 s.f.). Office uses provide approximately 1 spaces per 300 square feet of building space (or 3.3 spaces per 1,000 s.f.). There is some adjustment for special retail or office uses. A data base that was used to estimate the

- 2.2.5 continued operation of existing permitted quarry activities.

Policy EV-2.3. Natural and Cultural Amenities. Recognize the roles of tourism, recreation, cultural facilities and nature for attracting and enhancing diverse economic and residential development:

- 2.3.1 Amend zoning to allow hotel, motel, and bed-&-breakfast facilities to encourage tourism;
2.3.2 Promote tourism through:

2.3.2.1 cultural, historic and recreational specialty services

2.3.2.2 an interconnecting network of pedestrian, bicycle and recreational trails that link the City's urban activity areas with recreational trails of the "Issaquah Alps," East Lake Sammamish Trail, Lake Sammamish State Park and Laughing Jacobs Trail.

- 2.3.3 Investigate the feasibility of establishing:

2.3.3.1 an historic train excursion between Issaquah and Redmond, and/or a trolley from the Issaquah train depot and North Issaquah area (the trolley could also be used to provide transportation service within the City, connecting North Issaquah to the CBD);

2.3.3.2 several "Bed and Breakfast" operations or country inns integrated with public developments including natural riparian environments, public gardens, parks and pedestrian and bicycle trails. Building and site developments will be designed to integrate with and enhance the surrounding natural environment such as creeks, wetlands or flood prone areas in a park-like and natural setting, and also provide for innerconnections of open space and non-motorized transportation, development activity and other links between subareas;

2.3.3.3 additional events to expand year-round tourism, (for example, Salmon Days, Music Festival, Trails Week, etc.);

2.3.3.4 informational kiosks, maps and directional signs identifying the location of Issaquah's "Treasures" and historic, cultural, recreational, and environmental amenities;

2.3.3.5 a host training program instructing volunteers and businesses in customer

service requirements and tourist services, amenities and attractions available in Issaquah.

- 2.3.4 Support the Issaquah Arts Commission and promote art acquisition and education (see Technical Appendix for Arts Commission Comprehensive Plan).

OBJECTIVE EV-3 Concurrency. Plan new development such that adequate public facilities are available to serve new development without decreasing existing community services.

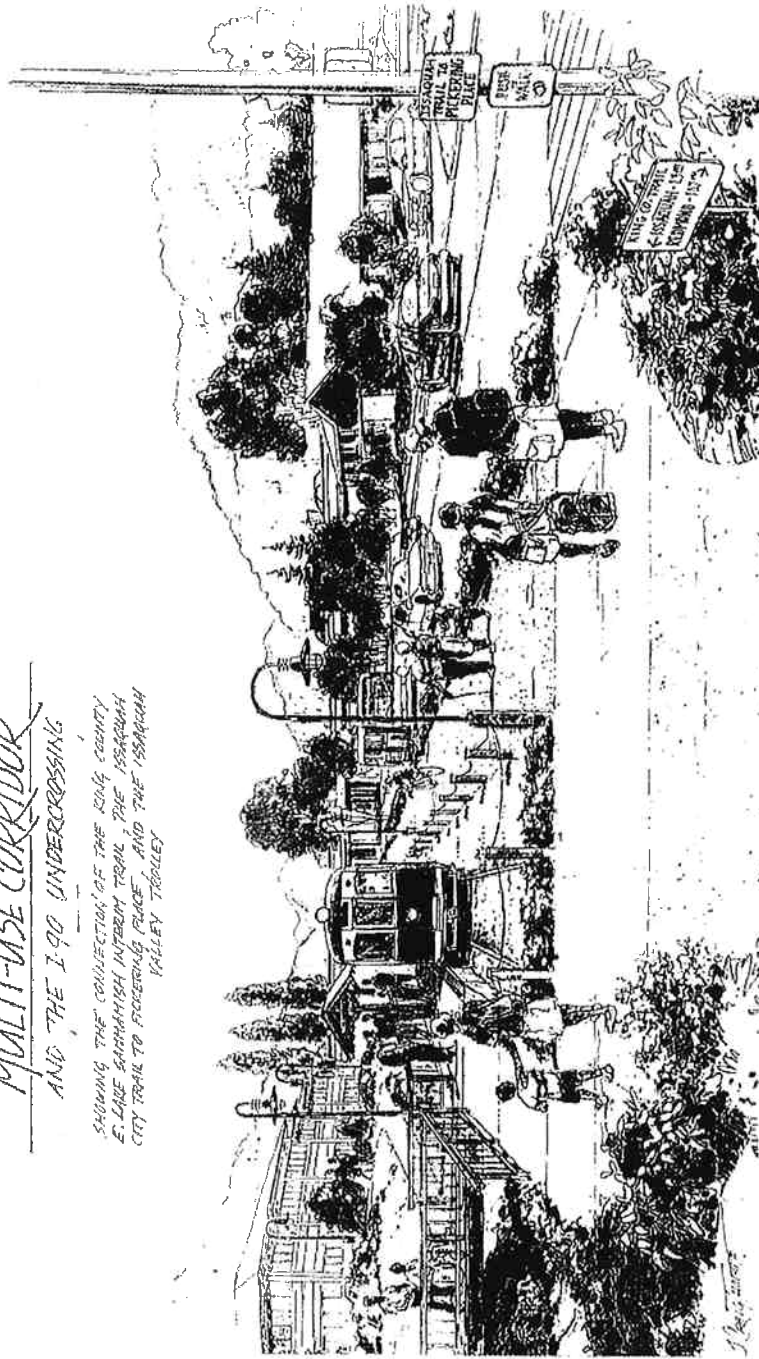
Policy EV-3.1 Transportation Adequacy, Level of Service (LOS) and Concurrency. Provide for and maintain urban services that meet the City's Level of Service standards and the City's level of transportation adequacy throughout the City and PAAs. Achieve a balance of new residential and non-residential areas to mitigate the financial impacts of annexation while preserving current service levels and quality of life.

- 3.1.1 Maintain LOS standards and transportation adequacy through impact fees, mitigation formulas and other mechanisms;
3.1.2 Implement concurrency of urban services and transportation facilities;
3.1.3 Provide innovative solutions to development conflicts between the natural and built environment, including transferring density out of critical areas, development mitigation such as land or wetland banking off site, retention of forested hillsides and steep slopes, off-site storm water retention, and wetland enhancement or creation;
3.1.4 Pursue funding sources, including bond issues, taxes, developer contributions and mitigation fees, user fees, grants and loans to ensure that public safety and public facilities are provided concurrently with development;
3.1.5 Establish an interlocal agreement with King County for the provision of services within potential annexation areas.

OBJECTIVE EV-4 Coordination. Develop a co-operative strategy to ensure economic development and community vitality.

Policy EV-4.1 Community Coordination. Collaborate with the public, the Chamber of Commerce and others to develop and implement a

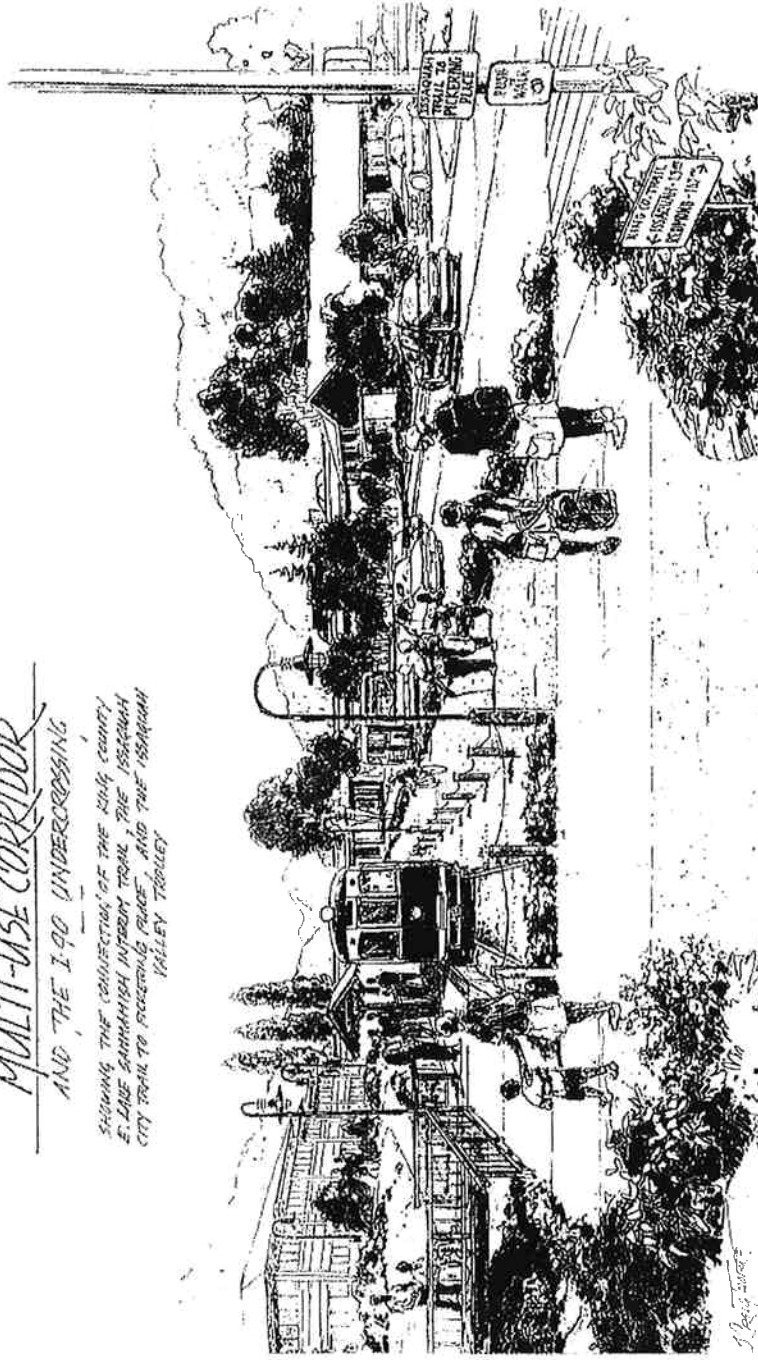
PROPOSED
MULTI-USE CORRIDOR
 AND THE I-90 UNDERCROSSING
 SHOWING THE CONNECTION OF THE KING COUNTY
 E-LAKE SACHAMISH INTERIM TRAIL, THE ISSAQUAH
 CITY TRAIL TO FINGERING PLACE AND THE ISSAQUAH
 VALLEY TROULEY



Proposed View Looking South Toward Mt. Rainier—Note Picking Trail on Your Right.

PROPOSED
MULTI-USE CORRIDOR
 AND THE I-90 UNDERCROSSING

SHOWING THE CONNECTION OF THE KING COUNTY
 EL PASO SANITARIUM INTERURBAN TRAIL, THE ISSAQUAH
 CITY TRAIL TO FROSTBORG PLACE, AND THE ISSAQUAH
 VALLEY TROLLEY



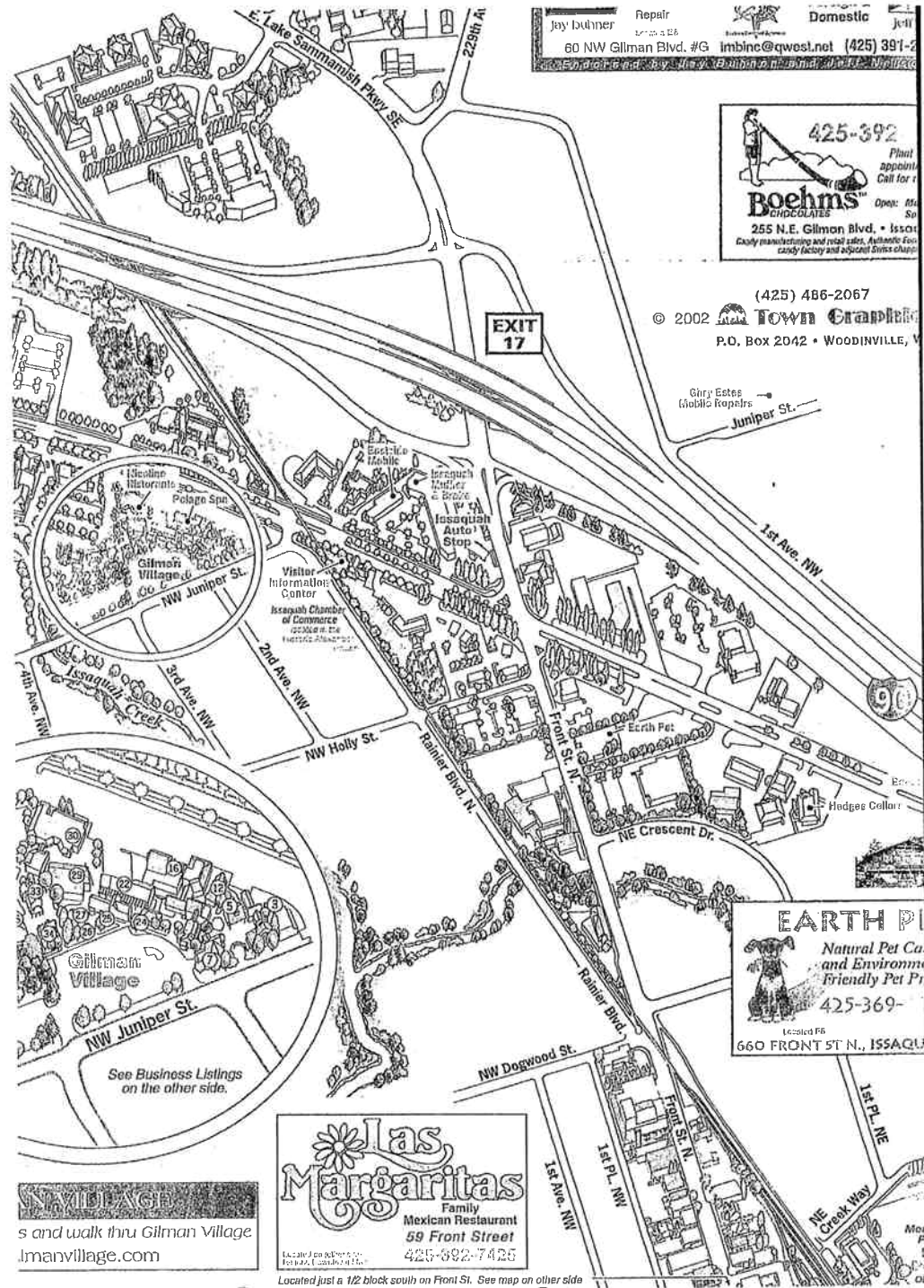
Proposed View Looking South Toward Mt. Rainier—Note Pickering Trail on Your Right.

Objectives/Policies	Timing			Implementation Actions Taken	Lead Agency & Responsibility
	1995-2001	2002-2007	2008-2022		
<p>2.3.1 Amend zoning to allow hotel, motel, and bed & breakfast facilities to encourage tourism.</p> <p>2.3.2 Promote tourism through:</p> <ul style="list-style-type: none"> cultural, historic and recreational specialty service amenities and an interconnecting network of pedestrian, bicycle and recreational trails that link the City's urban activity areas with recreational trails of the "Issaquah Alps." 	PC	R02, O	O	Land Use Code allows hotels, motels and "Bed & Breakfasts"	Planning
<p>2.3.3 Investigate the feasibility of establishing:</p> <ul style="list-style-type: none"> historic train excursion between Issaquah and Redmond, and/or a trolley from the Issaquah train depot and East Sammamish PAA. (the trolley could also be used to provide transportation service within the City, connecting the East Lake Sammamish PAA to the CBD); an Interpretive Center at the fish hatchery; additional events to expand year-round tourism, (for example, Salmon Days, Blues Festival, Trails Week, etc.); informational kiosks, maps and directional signs identifying the location of Issaquah's "Treasures" and historic, cultural, recreational, and environmental amenities; a host training program instructing volunteers and businesses in customer service requirements and tourist services, amenities and attractions available in Issaquah. 	PC	O, R05	O	Partially complete in that the City adopted (1995) and Urban Trails plan and supports the trail network to Issaquah Alps and the Mountains to Sound Greenway. The City has also adopted (2001) a historic preservation ordinance. 2000: Historic Strategy Plan adopted – Ord. 2256 In 2000 and 2001, the City supported the trolley, the hatchery, events such as Salmon Days and Concerts in the Park, and informational kiosks	Public Works / Parks / Planning Administration / Planning
OBJECTIVE EV-3: Concurrence. Plan new residential and non-residential areas such that adequate public facilities are available to serve new development without decreasing existing community services.					

PROPOSED
MULTI-USE CORRIDOR
— AND THE I-90 UNDERPASS —

- SHOWING THE CONNECTION BETWEEN THE I-90 BUS LANE, SADDLEBACK INTERCITY TRAIN, THE ISACON VALLEY TRAIL AND THE ISACON VALLEY TRAILWAY —





Repair
Joy Buhner
60 NW Gilman Blvd. #G imbine@qwest.net (425) 391-2

425-392
Plant
appoint
Call for
Boehms
CHOCOLATES
255 N.E. Gilman Blvd. • Issaquah
Candy manufacturing and retail sales. Authentic Swiss
candy factory and adjacent Swiss chalet.

(425) 486-2067
© 2002 **Town Graphics**
P.O. Box 2042 • WOODINVILLE, WA

Gary Estes
Public Repairs
Juniper St.

EARTH PET
Natural Pet Care
and Environmentally
Friendly Pet Products
425-369-
Located P6
660 FRONT ST N., ISSAQUAH

Las Margaritas
Family
Mexican Restaurant
59 Front Street
425-682-7425
Located on 59 Front St. See map on other side.

GILMAN VILLAGE
s and walk thru Gilman Village
lmanvillage.com